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50 acres might be taken up by the Government and the manufacture of salt tried there as an experimental measure before the idea was given up. If the experiments proved successful, the people themselves would thereafter take up the remaining area for salt manufacture.

Dewan's reply.—Noted.

(4) CUSTOMS REVENUE.

24. The need for discouraging the import of such foreign articles as compete with local manufactures and the export of certain articles by levying duties on them.

Mr. V. Krishna Iyer (Member, Trading Classes, Kottar) said that poverty in the State was increasing day by day, and one of the causes was that several industries for which the State afforded ample scope were not being effectively carried on as in other civilised countries. The time had therefore come when the State should hold out all possible facilities for the development of industries in the country. He deplored the fact that, while $3\frac{1}{2}$ crores of rupees worth of things was being exported, the State had nevertheless to look to foreign countries for as much as three-fourths of its daily necessaries, for, about $5\frac{1}{2}$ crores of rupees worth of articles was being imported from outside. As instances, he mentioned jaggery, copra, poonac, bones etc., which were exported from the State on a light duty. Many of the imported goods had no import duty also. With a view to develop the industries within the State and encourage local manufacture, he submitted the following proposals for the consideration of the Government :—

(1) that no export duty should be levied on the *manufactured* articles leaving the State ;

(2) that the export duty on the raw materials of the State and on paddy and rice leaving the country should be fixed at the maximum admissible under the Interportal Trade Convention ; and

(3) that a prohibitive import duty should be levied on the manufactured goods and other foreign articles that came into the country and competed with the local manufactures.

Dewan's reply.—Under the Interportal Trade Convention entered into with the British Government, the Darbar has to follow the British Indian Tariff in regard to the values and rates of duty on imports from foreign countries, excepting tobacco, salt, opium and spirits. Hence the Member's request to levy prohibitive import duties cannot, if any case, be complied with.

As regards the export duties, the duty that this Darbar can levy under the Convention cannot exceed 5 per cent *ad valorem*, except in the case of timber, on which the duty can go up to, but cannot exceed, 10 per cent. In the case of poonac, there is already an export duty of 5 per cent on a tariff valuation of Rs. 5 per cwt. There is at present an export duty on rice and paddy, but no rice or paddy is, however, being exported now.

25. The improvement of the commerce of the State with special reference to the development of its seaports.

Mr. D. Francis (Member, Nominated) said that the poverty of the country was due to its backward condition in regard to commerce and industry. The commerce of the country was now mainly confined to places within the State. He

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thought that the condition could be improved only if the seaports of the State were developed. He pointed out the cheapness of transport by sea as compared with any other means, including the Railway. The Member proposed that a Committee, with the Excise Commissioner as President and the representatives of the trading interests of the various taluks of the State as Members, should be formed. The Committee should visit all the seaports and other trading centres, invite the opinion of the traders of those places, and propose measures for the improvement of the seaports for the consideration of the Government. He requested that the Government might be pleased to take early action in the matter.

Dewan's reply.—Noted.

26. The necessity for a pier at Colachel.

Mr. R. Taylor (Member, T. I. C., Colachel) thanked the Government, on behalf of his Committee, for the institution of a Town Improvement Committee at Colachel. He said that Colachel was now the next sea-port of importance to Alleppey in the State and was historically the safe port on the Travancore coast known to the Dutch and the Danish mariners. In the old days of the Scottish India Coffee Company, there existed a pier at Colachel, which was constructed of palmyra logs bolted together and secured to the rocks opposite the port, which formed almost a perfect natural break-water. He said that he was alive to the fact that the trade of the port would not warrant anything very elaborate in the pier line. All that he would suggest was a small pier of timber or iron to enable the people to load and unload their boats beyond the surf. All the boats had now to twice negotiate the surf on every trip to a vessel, and merchandise suffered owing to wettage. A small pier of about 80 yards out to the sea from the high water mark would, in the opinion of the Member, obviate the present difficulty in all weathers and it might even be constructed of timber. An almost perfect natural break-water of rocks now existed, and it could easily be perfected by filling in the small intervening spaces between the existing rocks of reef. The depth of water at those points varied from a few feet to 19 ft at the deepest part and there was ample material in the immediate vicinity for the manufacture of the necessary concrete blocks to fill up the gaps. There would be a depth of 12 feet to 14 feet at the pier-head, which would be ample for all practical purposes, and boats and larger crafts could load and unload alongside the pier. The project did not present any great difficulties to the lay eye.

From an examination of the statistics for the past four years, the Member concluded that an income of Rs. 1,708 would go to the Government annually, and calculating at 3 per cent, a capital of Rs. 57,000 was indicated. That sum would, in his opinion, go a long way to complete the project, or, at any rate, to fill in the reef and erect a shorter pier or even jetty to start with. With the increased export of monazite sand, the yearly average of traffic at the Colachel port was not likely to decrease. He therefore argued that the scheme was not financially unsound. Further, there was a considerable export trade in dried fish to Ceylon from the fishing villages of the Colachel coast. All that was now being carted to Tuticorin for shipment, as the Colachel port could not ship the fish without

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